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CHILE'S EARTH- QUAKE VICTIMS

A Most Interesting Bulletin prepared and issued by The National Geographic Society at Washington, D. C.

Copiapo, Coquimbo, and Vallenar, Chile, shaken by earthquake are described in a bulletin from the Washington, D. C. headquarters of the National Geographic Society as follows:

"Copiapo is Chile's most historic town," says the bulletin, which is based on a communication to the Society by Harriet Chalmers Adams.

"William Wheelwright an American in 1851 built the first railroad in South America from the port of Caldera, 50 miles inland to Copiapo. The little stream which borders it, now nearly dry, now in full flood was our first oasis after crossing the parched desert of Atacama. To travelers of old as to us this strip of meadow land was a God given sight.

"To Copiapo in the fifteenth century, marched the Incan Ruler, Tupac Yupanqui, with his victorious army, to subjugate the tribes of northern Chile.

"The Inca's trail from Peru led down the backbone of the snow clad Andes and across the burning desert. In 1535 Diego de Almagro, a colleague of Pizarro, traveled the same road with a great army of Spaniards and Peruvians, horses and llamas, two Incan princes acting as guides.

"Old Spanish chronicles tell of the terrible suffering from cold and thirst endured by Almagro's men on the six months march. The desert was strewn with their bones. Alluring were Copiapo's meadows to those who survived!

"Amagro failed to subdue the southern natives and five years later a Spanish army was again encamped in Copiapo, led this time by Pedro de Valdivia, who kept on south to found Santiago.

"In the halcyon days of '49 when California's gold lured men round the horn, Valparaiso became the great mart of the Pacific coast supplying flour and other commodities to the California miners. My pioneer grandfather used to tell me of those eventful days. When he was in Chile in the early fifties Copiapo was an important town, sharing the European opera season with Santiago and Valparaiso.

"Wheelwright's dream was of a transcontinental railway across the Andes to Tinogasta, in Argentina, and on to the Atlantic, but the road never got far beyond Copiapo.

"This great American also gave Chile its telegraphic system and after failing to interest American capital in a steamship line between Valparaiso and New York, turned to England and inaugurated in the early sixties the first steamer service between the west coast and Europe.

"In 1832 a donkey driver, Juan Godoy discovered a silver deposit at Copiapo and put the long-neglected town on the map.

"Godoy's story reads like a romance. Tired of loading his train of donkeys with scanty brushwood for town customers, he started across the pampa to hunt the roving guanaco. Sitting on a rock to rest he discovered that his seat was of silver. Returning home with specimens he shared the knowledge of his discovery with an educated acquaintance who aided the ignorant man to make the most of his find. Godoy became the Silver King of that period.

It was hard for us to visualize Copiapo's past splendor in the forlorn little town that we found. Half the buildings were still in ruins, after the disastrous earthquake of the previous year. The hotel, kept by a sad-faced Englishman had a decided tilt. Doors and windows were jammed and window panes missing. Our host apologized for candle-light, saying the gas pipes were still out of commission. The stone bath tub reached by a rickety flight of steps, had a somewhat tipsy appearance.

"But the Copiapinos have not lost courage. More than once earthquakes have completely demolished the town. In this land where the extreme infrequency of showers is a hardship, they have come to believe that earthquakes are forerunners of much-needed rain. Between quakes they look to the east, watching for a heavy fall of snow in the Andes. Then the rivers run full and the fields smile.

"From Copiapo a trail across the desert leads to the mountains, so sterile, gaunt and forbidding; yet there is a majesty in the Andean contour. From our bleak upland camp at the sunset hour the coloring of slopes and crags was gorgeous beyond adjectives to describe. Pink deepened to rose; rose to terra cotta terra cotta to purple. Then each towering peak became a sentinel guarding a mysterious Promised Land beyond the Andes.

NEW BOOKS FOR RURAL SCHOOLS

List of Forty Text Books Selected By Miss Mary B. Palmer for Use in the Rural Schools of the State of North Carolina.

Raleigh Dispatch Nov. 22 —The North Carolina Library Commission today announced a list of forty books for rural schools. The selections were made by Miss Mary B. Palmer Secretary, as a course of reading for pupils in small institutions and were based on the graded list of books for children of the National Education Association.

The list follows:
Grades first to third, Aesop Fables James Baldwin, Fifty Famous Stories Reold; Helen Bernerman, Story of Little Black Sambo; F. J. Cooke, Nature Myths and Stories for Children; Edward Eggleston, Stories of Great Americans; E. O. Grover, Overall Boys; J. H. Hearen, Rhymes and Fables; Songs and Stories; M. F. Lansing, Rhymes and Stories; Rose Lucia Peter and Polly in Summer; M. V. O'Shea, Six Nursery Classics; Old Wonder Stories; Mrs. L. F. Perkins, Dutch Twins, school edition; Beatrix Porter, Tale of Peter Rabbit; H. E. Scudder, Books of Fables and Folk Stories; R. L. Stevenson, Childs Garden of Verses; H. T. Margaret and Free Treadwell, Reading Literature, both primer and reader; Chas. Welsh, Mother Goose Nursery Rhymes Belle Wyley, Mother Goose primer.

Grades fourth to seventh: Alcott, Little Men, Little Women; Anderson Fairy Tales; F. J. Olcott's edition of Arabian Nights; A. F. Brown in the Days of Giants; Browning Pied Piper of Hamelin; Lewis Carroll, Alice's Adventures in the Wonderland; Craik, Little Lame Prince; Defone, Life of Robinson Crusoe; Mrs. Mary Dodge, Hans Brinker; Grimms Household Stories; Harris, Uncle Remus, His Songs and His Sayings; Kipling Jungle Book, Just So Stories; Carlo Lorenzini, Adventures of Pinocchio; Page, Two Little Confederates; Pyle, Some Merry Adventures of Robin Hood; Johanna Spyri, Heidi; Wiggin Posey Ring; Wyss, The Swiss Family Robinson.

Mrs. W. H. Felton of Georgia took the oath of office on the 21st as the first woman United States Senator. She was appointed last September to serve until the November election in the place of Senator Watson, deceased. On November 7th Walter F. George was elected as her successor to fill the unexpired term of Senator Watson.

Pierce Butler of St. Paul, Minn. has been nominated by the President as Associate Justice of the Supreme Court to fill the vacancy made by the resignation of Associate Justice Day.

"We passed the ruins of long abandoned stone dwellings, occupied, perhaps, in those remote days of pre-Incan rule when these mountains had not risen to their present height and this region was in the corn belt.

"Continuing south from Copiapo little by little the desert flora grew from tufts of grass and stunted bush to tall algarobas and cacti of many varieties, one with a great red bloom. At Vallenar we entered a wide irrigated valley emerald green with alfalfa, and vines heavy with those luscious white grapes whose equal I have found in no other part of the world.

"The vine, brought originally in colonial days from Spain, is now cultivated throughout an extensive territory. The French vine popular in certain provinces, was introduced in the fifties. Chilean vines are celebrated throughout Spanish America. Here the manufacture of wine is regarded as a national industry and few advocates of prohibition place light wine and beer on the blacklist.

"At the River Elqui the longitudinal railway gives a twist seaward to serve the charmingly situated little town of La Serenarand Coquimbo, its port.

"As you sail down the Pacific coast you say goodbye to verdure at Guayaquil; then follows the long stretch of desert coast through Peru and northern Chile. It is only as you near Coquimbo that green fields again greet you.

"For a century and a half Coquimbo has been famed as a mining center. One of our North American steel companies has developed a remarkable iron property in the gigantic Tofo mines, where ore taken from a mountain of iron by steam shovels is conveyed by an electrically operated railroad to the pier and loaded directly, through cars into specially constructed steamers.

"From Coquimbo the railroad again strikes inland. Two locomotives urged our train up the steep grade to the cumbre, the rack system being used for some 30 miles.

Hickory Asks Committee to Look Over Edgemont Route

Legislative Committee Investigating Project Are to Visit Hickory and Study Problem at First Hand; Route Proposed That Will Belt the North western Counties at Small Public Cost.

(By S. H. Farabee)

The Special Legislative Committee appointed at the last session of the North Carolina General Assembly to conduct an investigation and report on the advisability of selling the railroad stocks now owned by the State of North Carolina and invest the proceeds in the construction of a railroad connecting the "Lost Provinces" of western North Carolina with other sections of the state, has been extended an invitation to visit Hickory and look into the possibilities offered by the route through this section into the northwestern counties.

The invitation was sent to the committee by President J. A. Moretz of the Hickory Chamber of Commerce following the adoption of a resolution of the board of directors at their semi-monthly meeting last week. The resolution also authorized the collection of maps and data in connection with this route, which will be used in presenting its claims to the committee. If the invitation is accepted by the legislative committee it is understood that a committee of Hickory citizens will be appointed to appear before the body and urge the adoption of this route, provided the recommendation of the committee is favorable to the construction of the line into the "Lost Provinces." It is claimed that the route through Hickory, Lenoir, and Blowing Rock offers the most economical as well as the most effective solution of the problem in view of the fact that a large part of this line is already built. It would only be necessary to connect up the separate links and would,

THE MOUNTAIN RAILROADS

With realization that the committee appointed by the Legislature to look into the matter of making railroad connection for the mountain section is proposing to function to some purpose, interest in the project is being manifested by piedmont towns, which are coming forward with plans by which they may be included in the rail laying. The committee is appointed on behalf of the North Carolina Railroad Company whose stock it was proposed to sell and apply to railroad building. Mr. Arthur J. Draper of Charlotte is one member, Maj. W. C. Heath of Monroe is another; Colonel Benahan Cameron of Stagville is a third; Mr. Tam Bowie of Jefferson, originator of the bill is a fourth and the fifth is from New Bern. This committee has held several meetings and has gone over three proposed routes into the mountains, and has, it is understood, come into a fairly good appreciation of the situation. The probabilities are that the committee may map out a plan of railroad connecting and building that will appear feasible to the Legislature and that will give the greatest amount of satisfaction to the people most intimately concerned—the people of Ashe, Alleghany, Watauga and Wilkes. It is also understood that the proposition to dispose of the State's holding of stock in the North Carolina railroad has been tacitly abandoned but there is under consideration another plan of financing the project, the merits of which will be left to the consideration of the Legislature.

The Chamber of Commerce of Hickory wants a hearing on a proposition to extend the Carolina and Northwestern from Edgemont to a connection at Boone and Jefferson and Sparta, thence to pick up the Elkin & Alleghany, which would carry the loop back into Elkin. But would this not be building around the State of Wilkes? We would not want to do that. Again we would think that the extension of the Carolina & Northwestern might involve negotiations on part of the State with the owners of that property in which complications might be involved. It might be better to let the owners build a connection with the state enterprise. There are other properties unfinished and in a condition of idleness in which the state we believe owns stock, which might be included in the scheme. Building out from Boone and picking up the Watauga & Yadkin River Railroad Darby, the State could come into N. Wilkesboro over a line already largely completed. Then the Statesville Air Line might be picked up and carried into Elkin, and the Elkin & Alleghany run into Sparta. There are a good many economical conditions that might be advantaged of to the making of the mountain railroad proposition entirely practicable.

in effect, provide a belt line around the western part of the State.

Beginning at Edgemont, the present terminus of the Carolina & North western, the proposed line would involve the construction of the road through the Carey Flats to Blowing Rock; thence to Boone, where connection would be made with the East Tennessee & Western North Carolina giving an outlet to Johnson City and Bristol, Tenn.

From Boone the line would be built to West Jefferson and Jefferson, connecting with the Virginia Carolina road at Abingdon, Va., or it could connect up with this line at Elkland. From Jefferson it would be necessary to build the road to Sparta, where it would connect with the Elkin & Alleghany road from Sparta to Elkin. The plan would contemplate the completion of this road. At Elkin the proposed road would connect with the Southern railway's Wilkesboro-Greensboro-Winston-Salem line, making a complete belt line around the northwestern section of the State. This line, it is claimed, would serve the counties of Watauga, Ashe, Alleghany, Wilkes and Surry at a minimum cost to the State.

No intimation has yet been made regarding the committee's probable recommendation regarding the construction of the line into the northwestern counties, but it is felt here that should the report favor the building of a line the route as outlined would render the greatest service at the least possible expenditure of money.

CLEAN UP, PAINT UP AND ABOVE ALL, LOOK UP

The following from the Manufacturers Record should be read and the advice heeded by many of we Boone people:

"If every town in the south would imitate most of the towns in Florida the South would become noted thru-out the world for the beauty and charm and cleanliness of its towns. "Cleanliness it has been said, is next to Godliness. A dirty individual is neither clean spiritually nor mentally. Dirt makes for ruin physically, mentally, morally. This is as true of a town as of an individual. Rubbish, of untidy houses, of muddy streets, or insanitary conditions, is non-progressive, materially, morally and educationally. Neither moral nor material advancement flourish in dirty unkempt dwellings or in unkempt towns.

"If any town or city is ambitious for advancement or if a few of its men and women are ready to devote their time and energy to the betterment of the community, the surest way to achieve success is to clean up—make back yards and front yards clean, make streets clean and keep them clean, encourage the people white and black alike, to beautify their homes and their yards, stimulate a love for and a pride in their homes and in their towns, repair the tumble down yard fences, paint up, make things as clean outside as they should be inside, and then that community will look up, mentally, morally and materially.

"No community which does not clean up and paint up, which does not do its best to have clean streets and clean yards, has any right to look up and face the world.

"A cheap coat," said President Harrison, "makes a cheap man." In the same way it might be said a dirty town makes a dirty people; a dirty people makes moral and material dirt and decay. It is the duty of all men and women to make their homes and their home towns just as clean and attractive and beautiful as possible. He who falls short in this respect falls short of his duty to God and man, it matters not what else he may do."

On the 21st instant the Planters Tobacco Warehouse with a large amount of tobacco, 450 bales of cotton and two residences in Goldsboro were destroyed by fire.

Windsor Castle has been for more than 800 years, a royal residence.

The Observer believes a railroad plan for serving the mountain sections and the state will be submitted to the Legislature in such shape that will invite the word to "go to it." —Charlotte Observer.

MOUNTAIN GLORIES IN FALL MONTHS

Wild Riot of Color No Conservatory Would be Able to Duplicate. Fogs Chill on west coast. In Adirondacks Lakes Already Frozen Over

(By R. P. Harris)
Saluda, N. C.—There has never lived an artist with the power to portray the scenes of the mountains of western North Carolina for the past month. Victor Hugo's description of the battle of Waterloo is said to be the best piece of description ever penned, yet his power would be totally inadequate to convey to a reader the beauty of this section in the fall of the year.

Of the thousands of tourists who travel these mountains in the summer months, there is not one of them who has an idea of their beauty unless they have seen the foliage in the fall.

Now that the automobile is the popular mode of travel the time is approaching when the people through out North and South Carolina will begin to spend their week-ends during the fall in this part of the state. Hotels are beginning this year to remain open later in the season and once the people realize the wonderful fall weather here, they will remain later, and the tourist season will be lengthened from the first of September to the first of November.

Wild Riot of Colors

For the past two months in this section there has been a floral exhibit of wild nature that cannot be duplicated in any conservatory in the world. There is not a picture exhibited in any saloon that has the flaming reds of the oaks nor the brilliant yellows of the dozens of varieties of giant trees dotting the mountains. To stand on a mountain peak here and look at the vast panorama of rioting colors is a scene unequalled in any spot. The cedars, spruce and pines, rhododendrons and mountain laurels, are the same brilliant green of the summer with the reds and purple of the shumacks, oaks, maples and sourwoods, lying with the browns of the chestnuts and the yellows of the hickory-nut, poplar scaly-bark and other giants present a vast pallet of color that cannot be described by man.

For two months the weather has been ideal and there have been only four days of rain in that time, and two of those days the sun was out part of the time. There have been only three light frosts and the days are like ideal summer weather. It has not been cold enough for an overcoat this fall and very few of the houses have had a fire in the day time. The nights hover around 40 which calls for an evening fire and blankets are drawn up for comfort.

Incomparable Climate

The writer has been in practically every state of the United States yet nowhere has he discovered such a climate as this section of North Carolina. California boasts always of its unrivalled climate, yet it cannot compare with this. Colorado which is the mecca for those stricken with tuberculosis, falls too far short for comparison. The Adirondacks of upper New York come the nearest to approaching this for scenery in the fall months. Yet that is only an imitation of what we have here, and California has its chilling fogs for weeks. Colorado has been snowed under a blizzard of sleet and ice and the Adirondacks have already had zero weather, with some of the lakes frozen over. Yet here in the mountains of North Carolina there are hundreds of children running around in their bare feet and too warm to wear a coat over their shirt during the days.

There will be a time when the people of the South realize that they are committing a crime against their tubercular patients by sending them to the vaulted sections of Arizona, New Mexico, Colorado and Adirondacks. Right there within a day's travel they have a sanatorium prepared for them by nature that cannot be equalled anywhere in the world, including the famed sections of Switzerland. Climate is the main consideration in the treatment of tuberculosis and the most wonderful climate to be found is right at the door of the southern people. There are doctors in this section that are equal to specialists anywhere. With this climate a patient can remain out of doors at all times of the year and never encounter the fogs of California, the shrivelling heat of Arizona New Mexico with their dust storms the terrific changes of temperature and the high altitude of Colorado nor the arctic weather of the Adirondacks in the winter.—Charlotte News.

Canada is succeeding well in her plans to prevent the extinction of antelope in the west. The reserve created at Foremast, Alta. in 1918 with 50 animals in captivity now holds 130 head.

LINDSAY PATTER- SON DIES SUNDAY

Prominent Attorney Passes at Home in Winston-Salem. Holder of Vast Properties in Watauga. Interment in Caldwell County.

Mr. Lindsay Patterson, prominent lawyer and business man of Winston Salem, died at his home in that city Sunday evening at 6 o'clock after a short illness.

No man possibly was better known in Watauga than he and was held in high esteem by all. He was perhaps the largest land owner in the county, and while he did not live here, he was a great friend to Watauga, and always took a lively interest in her welfare. He made quite a visit to his big holdings on Long Hope and the "Big Bald" last summer and on his return remarked to The Democrat that it was the most lovely section of this entire mountain region and promised himself many more happy trips to his mountain haven.

The remains of deceased were buried in the Happy Valley Caldwell County, Tuesday, where if we are not mistaken, he was born and reared.

THE SMALL TOWN SHOWS.

Louisville Courier Journal.

Not upon Broadway, New York or in Louisville and other cities of its class, are found the worst of public entertainments and worst morally.

The carnivals which go from one small city or town to another are described by a contributor to the American City as being a far greater evil than public entertainments of the most objectionable class in the large cities.

These marauders, as the writer terms them operate gambling devices controlled electrically in the interest of the operator, and sell children lemonade made of citric acid, red dye and dirty water, in which thousands of lips touch the slice of lemon that is used over and over again till worn out.

In addition to fleecing the general attendance and subjecting the children to grossly insanitary conditions, the carnivals contain organized prostitution in connection with Living Pictures, Dancing Mermaids Oriental Dancing and the Hawaiian Hoola-Hoola, performances in themselves often too obscene to be described in matter passing through the United States mails.

The carnival problem is one of public health and not one of the moral health of communities merely. According to The American City, these traveling shows have in the smaller American centers of population an aggregate attendance of more than 18,000,000 annually, and until public sentiment has been aroused to the many evils that result from their existence prohibitory legislation will not be enacted by State Legislatures.

Will prohibitory legislation ever be enacted? Would it be valued, and if valid, would it be defensible?

It is easily within the power of any town or city to regulate public entertainments for the prevention of such practices as The American City describes. If local public opinion in the smaller cities were sufficiently opposed to them they could be handled effectively.

Where the small town show is as vile as it is described by The American City, its vileness reflects equal vileness in small town politics and government.

A few small towns have proceeded informally, and perhaps illegally, to require of strolling players appearance before a health officer to determine whether they should be quarantined. But that "progressive" measure suggests connivance at commercial vice as one of the enterprises in which carnival managers engage.

The carnivals and kindred shows should be regulated by municipalities not prohibited by states through laws which, inevitably, would prohibit harmless performances along with harmful ones.

The inscription on the tomb of President Garfield is this:
"Life's race well run,
Life's work well done;
Life's crown well won,
Now comes rest."

Denver, Colo., is having a scourge of smallpox, and compulsory vaccination is in force. More than 100 have died there of the disease within a short while.

Wm. H. Vanderbilt came into possession recently on his 21st birthday of the property left him by his father who lost his life in the sinking of the "Lusitania."